



## Seattle Pedestrian Advisory Board

*Stewards of the  
Pedestrian Master Plan*

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Emily Meltzer (Get Engaged)

### February 12, 2020 Meeting Minutes

Board Members Present: Carol, David, Beau, Emily, Anna, Koko

Public: Mark Ostrow, Ryan Packer, Rachel, Bianca, Ron, Adam Nelson

City Staff: Pedersen, Jennie, John, Kay, Summer, Kadie

6:00 David called the meeting to order

#### Public Comment:

Ryan Packer: Worst year for traffic collisions and fatalities. Highlight from SDOT's report "Protected left turn phases provide a safety benefit."

Councilmember Alex Pedersen: Thank you for your service on the Pedestrian Advisory Board. These Boards do important work. Thank you to Ryan for your comments and would like to invite SDOT to discuss Vision Zero. Please feel free to contact my office to discuss concerns and I can call on SDOT to speak to specific concerns. Crosswalk requests are plentiful, but look forward to working with you all.

*The Seattle Pedestrian Advisory Board shall advise the City Council, the Mayor and all the offices of the city on matters related to pedestrians and the impacts which actions by the city may have upon the pedestrian environment; and shall have the opportunity to contribute to all aspects of the city's planning insofar as they relate to the pedestrian safety and access.*

*-City Council Resolution  
28791*

**Kay Yesuwan (SDOT) Presented NODO MAP:** [Kay.Yesuwan@seattle.gov](mailto:Kay.Yesuwan@seattle.gov)

Want to talk through the North Downtown Mobility Action Plan to provide an overview. See presentation.

Comments related to 2<sup>nd</sup>/Denny lane reconfiguration:

- David: Biggest concern from a pedestrian perspective is funneling large volumes of pedestrians onto a small sidewalk (cannot share the sidewalk with the PBL).

- Anna: There are a lot of folks in the blind community living in Belltown and mixing bikes and pedestrians is not comfortable for the blind community.

#### Other Comments/Questions:

- Anna: Why switch bike lane from E side of 2<sup>nd</sup> to W side of 1<sup>st</sup>. For pedestrians in general, switching is confusing and feeling threatened.
  - Kay: Operational impacts to signals
- Carol: What about the switch around 8<sup>th</sup> and Virginia? What were the impacts related to Anna's comment?
  - John: The switch on 8<sup>th</sup>, we needed to cross the north side of 8<sup>th</sup> and had to develop phasing to reduce conflicting vehicular movements. As we're bringing the bike lane down to 1<sup>st</sup>, we had to assess the benefits and will leverage the new west leg pedestrian crossing which helps the overall operations.
- David: Is there a place to queue to turn onto Broad? Any pedestrian improvements at 1<sup>st</sup> and Eagle?
  - Not yet determined what improvements we are proposing but will retime signals for better alignment.

#### **Jennie Meulenburg (SDOT) presented the Neighborhood Greenway (continuation of previous presentation).**

Jennifer.Meulenburg@seattle.gov

Looking for public input on Thomas Street Overpass touch down design options. Main differences are the civil work related to the landing multi-use area. [Online survey is live now](#). Public drop in session next Wednesday from 4:00-6:00 at Elliott Bay ?? Offices.

#### Comments on the three options:

- Carol: with each option, the bike access improves and the space available for pedestrians and cyclists expands. What counts do you

have for the overpass to understand volume? And would they increase based on the options?

- Jennie: Counts were taken, roughly 500-1,000 (February counts), don't recall exactly. We could share those. Anticipating increases with Arena opens, but do not have projections.
- David: Like option 3, but with space delineated further.
- Emily: What does the overpass connect to?
  - Jennie: Elliot Bay Trail and the waterfront.

**Summer Jawson (SDOT) presented Thomas Street Redefined:**  
Summer.Jawson@seattle.gov

With funding, we need to prioritize blocks. There is potentially a full closure on the east side of 5<sup>th</sup> on Thomas. This would be a bike/ped plaza for a half block. Also, the north promenade cross-section that provides flexible space for in/out peak periods for events. Lastly, this would include a protected intersection at Dexter/Thomas.

Comments/Questions:

- David: That's great - the half block closure of Thomas.
- Carol: What does multi-modal mean? Would scooters be prohibited?
  - Not motor vehicles. Possibly privately owned scooters and maybe scooter share.
- Carol: Does the neighborhood support this? And have Age Friendly Design Guidelines informed the design?
  - SLU and Uptown neighborhood have been supportive and engaged throughout. Bagshaw brought an age-friendly perspective and will be more pronounced later on with details such as street furniture.
- Anna: Have some advocated for shortening the length of the greenway?

- Right now it is proposed from 5<sup>th</sup> to Dexter. Ideally Elliot to Eastlake will be the ultimate length. There is a 1-block streetcar area which proposes challenges and we're looking beyond there. Once on Eastlake, a transition would need to take place. The concept plan is more visionary given funding that could inform future development.

### Public Comment

- Mark Ostrow: Would like to ask the Board to write a letter of support. Also curious about how to get involved with the next segment.
- Gordon Padelford: We got 29 different groups, organizations, businesses who are supportive. One international developer is concerned about vehicle access. Encourage Board to weigh in on relevant areas, such as the plaza.
- Ryan: I work three blocks away and the signal timing at Thomas/5<sup>th</sup> is very long because of an all walk (but not enough time to cross diagonal). It is challenging. This could inform signal policy. This needs to be less.
- Member of Public: Removed Thomas Street access entirely for vehicles? Summer: No, not at the charette. There are many buildings that need to maintain alley access for deliveries, etc.

### Board Business

- David: Would like to write a support letter for Thomas Street Redefined. What should we emphasize? David will draft for voting at the next meeting.
  - Carol: Community support and the perfect storm to leverage and the evolution of design.
  - David: Highlight the benefits of the plaza.

- Anna: This neighborhood is already well resourced, the Board should consider other less-resourced areas.
- David: POAG Update - Carol, Anna, and David applied. Should hear later this week.
- David: We don't have a quorum for officer elections. Will continue with David and Chair and Anna as Co-Chair.
- Kadie: Recruitment update: 27 applicants and a short list of MO and Anna, David will provide shortly to interview to fill 6 vacancies.
- David: Annual report is drafted with a few edits, when we have a quorum we will vote to adopt.
- David: Mini-Retreat - do it after new members are selected, but not necessarily after appointment. What should we talk about?
  - Beau:
  - Carol: Committees? Continue the conversation we started with Bike Board to work together and possibly other boards.
  - Anna: Move Seattle?
    - David: Move Seattle meeting last week, the 2020 budget was presented with highlights from changes from the Council budget process to add funding for more bike/ped projects. The MO asked for streetcar and affordable housing, but Council wanted more non-motorized transportation. We also talked about the Bike board collaboration and we should continue. The next one is the 2024 work plan including transit projects (Madison BRT), Rapid Ride J to Roosevelt, the Ped program is getting more funding than originally provided. Vision Zero should start to address the improvements.
  - Anna: WSDOT statewide coordinator is looking at gaps in the network could identify locations in Seattle to examine State Routes with inadequate facilities.
    - Beau: it seems they release an update every few years without much progress.
    - Carol: we don't need to wait for a problem.

- Pedersen wants a list of Ped Board priorities - think about what those are.
  - David: Vision Zero
  - Anna: Signals, Sidewalk Maintenance (encourage property owners), on Rainier there may be Rapid Ride funding to do pedestrian improvements (sidewalk conditions).
  - SDOT just released their safety analysis.
- Beau: Focus on two things per year that everyone can dedicate their time and energy to, that would be more productive.
  - David: Signals could be one
- Emily: Rainier Ave Rapid Ride project presentation would be helpful. We should see whether the necessary pedestrian improvements will be present.
- Future Presentations:
  - WSDOT safety analysis - and have Dongho Chang present as well on Aurora and Lake City Way
  - Impatient motorists - is there more effort for education or enforcement
- Clarify how the \$40M is spread over the 40 years

Meeting adjourned at 7:30